

**RESOLUTION NO. 2003-1
OF THE
GOVERNOR'S AVIATION ADVISORY BOARD**

The Governor's Aviation Advisory Board, upon formal motion and after due consideration of relevant facts, hereby

- A. Recommends to the Governor that an airport authority be established to operate the Fairbanks International Airport and Ted Stevens Anchorage International Airport; that
- B. The authority be vested with the following powers:
 - 1. The power to hire and supervise the managers;
 - 2. The power to control labor relations and contracts to the extent State law allows;
 - 3. The power to establish its operating and capital budgets by the sole authority of the Authority's Board, outside the Executive Budget Act and independent of annual legislative appropriation;
 - 4. The power to sell revenue bonds by the sole authority of the Authority Board and independent of specific legislative approval;
 - 5. The power to exercise eminent domain by the sole authority of the Authority Board;
 - 6. The power to adopt an independent procurement policy;
 - 7. Police powers; that
- C. The Authority Board consist of seven members with staggered four-year terms, providing continuity by having no more than two positions come open for appointment or re-appointment in a given year, each to be appointed by the governor and removable only for cause ; that
- D. At least two board seats be designated for residents of the Fairbanks North Star Borough and at least three from the Municipality of Anchorage, each other seat being undesignated at-large; and that
- E. The legislation establishing the authority include a charter declaring the following intent:

The Authority Board and each board member are charged with maintaining or increasing the economic and operational effectiveness of each airport operated by the Authority. It is the duty of the Board to operate each airport to provide maximized services to satisfy the transportation needs of its community, region, and

national and international markets. While recognizing any actual differences in the nature and scope market demand and other economic considerations relevant to each airport, the Board is charged not to allow one airport to degrade or to be ignored in preference for another as to either operating resources or capital improvements; that

- F. The Advisory Board's recommendation of the establishment of an authority is conditioned upon the terms stated above, and the Advisory Board cautions that it may not be beneficial or desirable to establish an authority if the terms are other than stated in this recommendation; and that
- G. The Advisory Board continues to study the structure and operation of the other state-owned airports and intends to recommend a plan for operation of those airports upon completion of that study.

Approved: FEBRUARY 4, 2004



Richard Wien, Chair

RESOLUTION OF THE AVIATION ADVISORY BOARD

Where as: The Aviation Advisory Board was originally established by Administrative Order number 204 and later by Senate Bill Number 133, and signed into law by Governor Murkowski;

Whereas: The purpose of the Advisory Board is to advise and provide recommendations to the Commissioner of Transportation and Public Facilities:

Whereas; The Commissioner, in a letter to the board on June 10th, 2005, requested recommendations from the Board on how funds relate to realistic assessment of need;


Whereas; At a scheduled meeting of the Advisory Board on February 14, 2006, the Board became aware that the deferred maintenance funding for the rural airports that is being considered by the Legislature is not adequate to address the back log of life/safety projects;

Whereas; the board was informed that the immediate deferred maintenance needs are approximately \$12 million dollars;

And whereas; the Governor's budget submitted for Legislative approval included \$750 thousand dollars for airport deferred maintenance;

And whereas; the Board finds that \$750 thousand dollars is grossly inadequate funding relative to the need;

NOW THEREFORE BE IT RESOLVED; The Aviation Advisory Board respectfully request Commissioner Barton to work with the Governor and the Legislature, to appropriate \$12 million dollars for an Aviation deferred maintenance program.

Signed  Date 2/23/06
Richard Wien, Chairman
Governor's Aviation
Advisory Board

Resolution of the Aviation Advisory Board Regarding Back Country Airports

WHEREAS, Backcountry airports on public lands provide a vital form of access for industrial, commercial and recreational use; and

WHEREAS, Backcountry airstrips are not part of the 258 regional or community airports managed by the Department of Transportation & Public Facilities.

WHEREAS, These airstrips often provide a staging area where larger aircraft transfer passengers and cargo to smaller aircraft that will land at unimproved off-field locations; and

WHEREAS, These airstrips also play a role in public safety by providing emergency landing areas in the event of unforecast weather or mechanical problems; and

WHEREAS, Backcountry airstrips are often poorly charted, or described in aeronautical publications used by pilots, making it difficult to get accurate information about them, and

WHEREAS, Many of these airstrips fall under the jurisdiction of the Department of Natural Resources, who lacks the mandate or expertise to manage these assets, and

WHEREAS, State statutes now provide protection from civil liability for agencies, individuals or organizations that construct, maintain or operate airstrips on a volunteer basis; and

THEREFORE BE IT RESOLVED, That the Department of Transportation and Public Facilities should establish an office of Backcountry Airports, and

BE IT FURTHER RESOLVED, The office should undertake an inventory of historical airstrips on state land to define a network of airstrips for continued access to public lands.

BE IT FURTHER RESOLVED, The office should transfer key airstrips from DNR to DOT&PF, along with suitable land for safety areas and airport infrastructure.

BE IT FURTHER RESOLVED, The office should work with the aviation community and the public to define expectations for maintenance and to establish partnerships with aviation groups to assist in upkeep of the network.

BE IT FURTHER RESOLVED, The office should coordinate with DNR to plan for future airstrips as part of the State's land management process.

BE IT FINALLY RESOLVED, That the Department should provide necessary staff and support dedicated to supporting these activities.

Signed: _____
Richard Wien, Aviation Advisory Board Chair

Date: _____

RESOLUTION OF THE AVIATION ADVISORY BOARD CONCERNING BETTLES AIRPORT

Where As:

The Bettles Airport is a critical link in the air transportation system of Northern Alaska and:

- The location of the Bettles Airport is approximately half way between Fairbanks and destinations such as Barrow, Deadhorse and Kotzebue. Its location on the southern side of the Brooks Range makes it an extremely important weather alternate for the North Slope.
- There are no paved airports between Fairbanks and the North Slope.
- There is a continuing trend of aircraft servicing the North Slope not being gravel approved. Paving Bettles makes it a viable option for emergency use and as a weather alternate for these aircraft.
- The Northern Region Maintenance and Operations strongly supports Bettles paving and upgrade due to the fact it is very stable ground. It is one of a very few airports in the interior that paving may actually reduce maintenance costs not increase them.
- The Bettles Airport is 5200'x150' and is already large enough to support transport category aircraft without major expansion.
- The Bettles airport has four separate instrument approaches including a localizer approach.
- Bettles has a 24 hour National Weather Service observer making it available for operations 24 hours a day.
- The location halfway between Fairbanks and Deadhorse has generated interest in using the Bettles Airport to support the construction of the gas line if it is paved.
- The existing winter road from the Dalton Highway to Bettles will reduce construction costs compared to airports without ground access.

The Alaska Aviation Advisory Board recommends and supports the following actions:

- The Alaska Department of Transportation completes the project design with the highest priority and submits the project for funding.
- The Board recommends the project be placed on the Northern Region project contingency list.
- The Board recommends the project design include pavement that can support aircraft up to and including Boeing 737-400 series aircraft.

Adopted on the 21st of November, 2006

Richard Wien
Chairman

RESOLUTION OF THE AVIATION ADVISORY BOARD CONCERNING THE FEDERAL BY- PASS MAIL PROGRAM

Whereas: 75% of Alaska's communities and over 85, 000 residents have no connecting road or ferry transportation system and;

Whereas the US Congress has established goals for what is know as the United States Postal Service By-Pass Mail Service, providing rural Alaska with mail service and ;

Whereas the two stated purposes of this legislation are:

1. To ensure passenger service and improve passenger safety.
2. To support non-mail freight service to rural communities.

Whereas: the Alaska by-Pass Mail System contributes to the viability of Alaska's interstate air transportation system and;

Whereas Rural Alaska residents already experience extremely high cost of living due to transportation costs and

Whereas the United States Postal Service has indicated that Alaska's By-Pass Mail service goes beyond the Postal Service mission of providing universal service and that the Postal Service should be obligated with the responsibilities directed under the By-Pass Mail Act and

Whereas the Alaska Aviation Advisory Board believes that any significant increase in rural transportation costs may become an increased cost to the State of Alaska;

NOW THEREFORE BE IT RESOLVED; That the Alaska Aviation Advisory Board, through it's Chairman, advise the Governor of the State of Alaska of this concern and ask the Governor to engage with the United States Postal Service and the Alaska Congressional Delegation to find a solution for the above concern.

Adopted on the 21st of November, 2006

Chairman Richard Wien

Resolution No. 2008-2

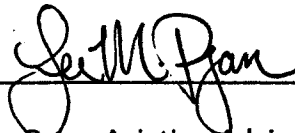
Aviation Advisory Board

Resolution for Alaska International Airports System Director Position

WHEREAS, the Alaska Aviation Advisory Board supports the Alaska International Airports System Director Position;

THEREFORE BE IT RESOLVED, the Aviation Advisory Board recommends the position be hired under contract.

BE IT FURTHER RESOLVED, we respectfully recommend the subcommittee continue the search in selecting a qualified individual to fill the position.

Signed:  _____
Lee Ryan, Aviation Advisory Board Chair

Date: November 20, 2008

Draft Resolution 2009 – 1

Aviation Advisory Board

Whereas the Aviation Advisory Board was established by Senate Bill Number 133 and signed into law and

Whereas the purpose of the Aviation Advisory Board is to advise and provide recommendations to the Commissioner of Transportation and Public Facilities regarding the Alaska's airports and aviation systems, and

Whereas at the scheduled meeting of March 25, 2009 in Juneau, the Board discussed the importance of air transportation and the fact that 82% of Alaska Communities are not accessible by road or water transportation, and

Whereas air transportation provides the only access to critical life sustaining supplies, education services and medical services to many communities and citizens, and

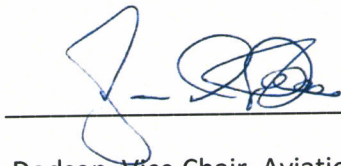
Whereas the average Alaska community relies on air service 8 times more for personnel transportation and 40 more for freight transportation than even the most remote states and communities in the contiguous 48 states, and

Whereas the cost of constructing and maintaining airport infrastructure for this vital transportation link is escalating far beyond the current available funding sources, and

Whereas it is the responsibility of all of our leaders to find more efficient ways to provide and maintain the state's aviation infrastructure to support this critical transportation link in rural Alaska.

NOW THEREFORE BE IT RESOLVED; the Aviation Advisory Board respectfully requests and recommends that the State of Alaska Department of Transportation and Public Facilities undertake a study of those communities which are in close proximity to one another and which may be positioned to share and utilize common assets and airport infrastructure to better leverage available funding.

Signed



Date 4-6-2009

James L Dodson, Vice Chair, Aviation Advisory Board

Resolution No. 2009-2

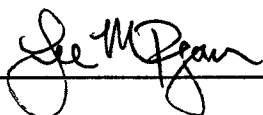
Aviation Advisory Board

Resolution concerning rate changes at the Alaska International Airport System

WHEREAS, the Aviation Advisory Board believes that an increase in land lease rates at the Alaska International Airport System, in these continued difficult economic times, would negatively impact system revenues.

THEREFORE BE IT RESOLVED; that the Aviation Advisory Board would like to see the proposed reason for any rate increase and an analysis of the impact of any proposed rate increase on the System and all stake holders.

BET IT FURTHER RESOLVED; that the Aviation Advisory Board requests that the Alaska Department of Transportation and Public Facilities develop a comprehensive plan designed to increase system revenues.

Signed: 

Date: 10 NOV 2009

Lee Ryan, Aviation Advisory Board Chair

Resolution No. 2010-1

Aviation Advisory Board

Resolution calling for action to improve trade, communication and transportation to Russian Far East

Whereas: Direct air travel between Alaska and the Russian Far East (Chukotka) is beneficial for commerce and economic development, cultural exchange, support of the native populations, historical perspective, and access to Bering National Park (common to both regions).

Whereas: The ability to conduct direct flights between Alaska and the Russian Far East as an alternative to routes currently used would benefit travelers, mail and other cargo. This has the potential to reduce transportation costs, travel time, conserve resources, increase trade and reduce our collective carbon footprint.

Whereas: General Aviation trips between Alaska and cities in the Russian Far East have led to the development of a Visual Flight Rules Route and Border Crossing Procedures, allowing direct air travel for recreational, tourism, fishing and hunting, humanitarian purposes and commerce.

Whereas: Commercial charter flights from Nome to Anadyr have supported mineral development, construction projects and tourism between Alaska and the Russian Far East.

Whereas: Fee increases over the past few years in the Russian Far East impose economic barriers that have led to cancellation of flights by private non-commercial aviation groups.

Whereas: Aviation fuel used in the Russia is imported from as far away as Finland and Poland, resulting in very high costs for aviation gasoline in the region.

Whereas: Advances in aviation technology such as weather cameras and ADS-B could improve the air traffic infrastructure for both the Russian Far East and Alaska.

Therefore be it resolved: That the Governor of the State of Alaska should pursue actions to promote sustainable direct air travel opportunities for commercial and general aviation between Alaska and the Russian Far East.

Therefore be it further resolved: The State of Alaska should request the assistance of the United States-Russia Bilateral Commission to help address high fee structures and onerous procedures that threaten the expansion of direct air routes between Alaska and the Russian Far East.

Therefore be it further resolved: That the Governor of the State of Alaska should request the assistance of the United States Federal Aviation Administration to pursue international agreements that will reduce travel and trade barriers in both the United States and Russia and promote travel and trade between Alaska and the Russian Far East.

Signed: 
Lee Ryan, Chair, Governor's Aviation Advisory Board

Date: October 21, 2010

Distribution:

Governor Sean Parnell

Department of Transportation & Public Facilities Commissioner Leo von Scheben

Department of Commerce, Community and Economic Development Commissioner Susan Bell

Federal Aviation Administration Alaska Regional Administrator Robert Lewis